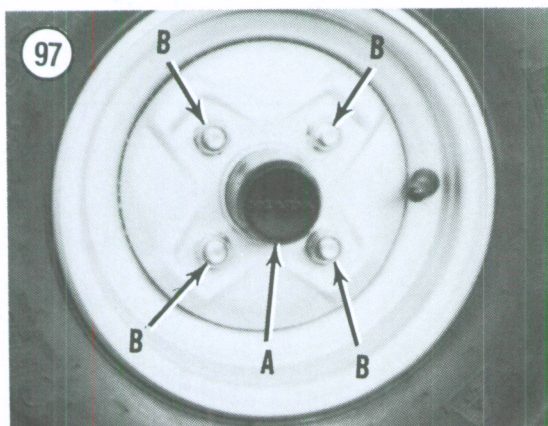


CHAPTER EIGHT

STEERING, SUSPENSION AND FRAME



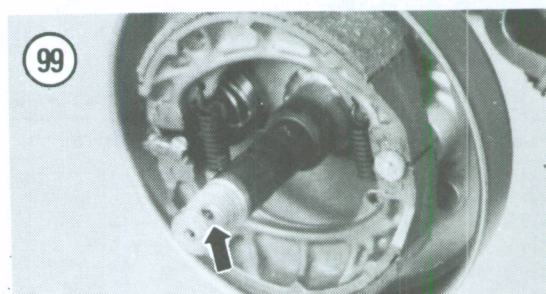
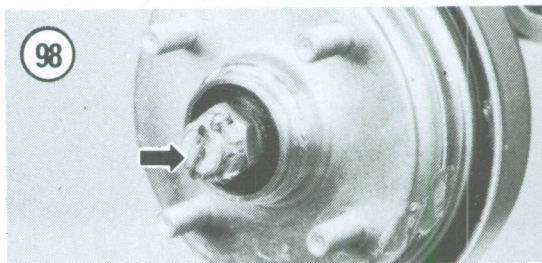
This section of the supplement describes repair and maintenance of the front wheels, suspension and steering components for all 4-wheel models.

Refer to **Table 17** for torque specifications for the front suspension components and **Table 18** for front suspension specifications.

FRONT WHEEL

Removal/Installation

1. Place the ATV on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Jack up the front of the vehicle with a small hydraulic or scissor jack. Place the jack under the frame with a piece of wood between the jack and the frame.
3. Place wood block(s) under the frame to support the ATV securely with the front wheels off the ground.
4. On models so equipped, remove the rubber hub cover (A, **Figure 97**).
5. Remove the lug nuts (B, **Figure 97**) securing the wheel to the hub/brake drum. Remove the front wheel.
6. Install by reversing these removal steps, noting the following.
7. Tighten the lug nuts to the torque specification listed in **Table 17**.



8. Install the rubber hub cover on models so equipped.

9. After the wheel is installed completely, rotate it; apply the brake several times to make sure that the wheel rotates freely and that the brake is operating correctly.

FRONT HUB

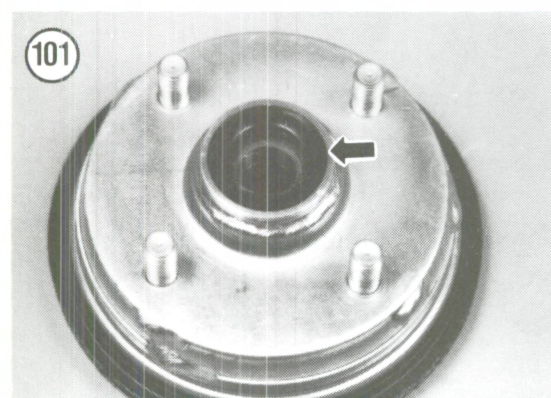
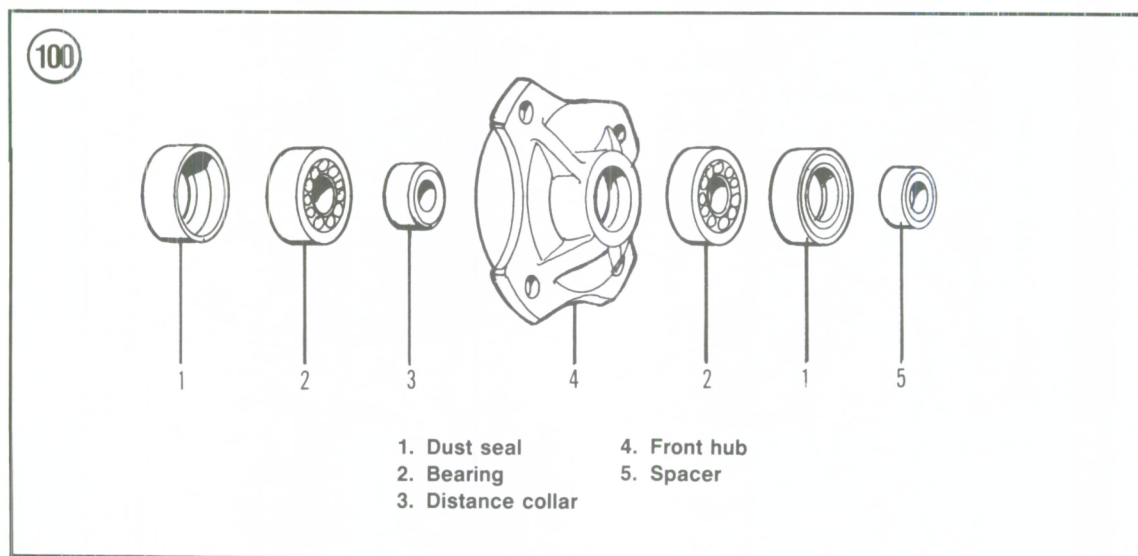
Removal/Inspection

Inspect each wheel bearing prior to removing it from the wheel hub.

CAUTION

Do not remove the wheel bearings for inspection purposes as they will be damaged during the removal process. Remove the wheel bearings only if they are to be replaced.

1. Remove the front wheel(s) as described in this supplement.
2. Remove the cotter pin and hub nut (**Figure 98**) securing the wheel and the hub/brake drum to the steering knuckle. Discard the cotter pin.



3. Remove the front hub.
4. Turn each bearing by hand. Make sure each bearing turns smoothly.

NOTE

Some axial play is normal, but radial play should be negligible. The bearing should turn smoothly.

5. On non-sealed bearings, check the balls for evidence of wear, pitting or excessive heat (bluish tint). Replace bearings if necessary; always replace as a complete set. When replacing, be sure to take your old bearings along to ensure a perfect matchup.

NOTE

Fully sealed bearings are available from many good bearing specialty shops. Fully sealed bearings provide better protection from dirt and moisture that may get into the hub.

6. Check the hole (Figure 99) in the end of the steering knuckle where the cotter pins fit in. Make sure there are no fractures or cracks leading out toward the end of the steering knuckle. If any are found, replace the steering knuckle immediately.
7. Inspect the dust seals. Replace if they are deteriorating or starting to harden.
8. Inspect the threaded studs on the wheel hub. Replace if necessary.

Disassembly

Refer to **Figure 100** for this procedure.

1. Remove the front hub as described in this supplement.
2. Remove the spacer from the outside dust seal.
3. Remove the dust seal (Figure 101) from the outside surface of the hub/brake drum.
4. Remove the dust seal (Figure 102) from the inside surface of the hub/brake drum.
5. Before proceeding any further, inspect the wheel bearings as described in this chapter.
6. To remove the inner and outer bearings and distance collar, insert a soft aluminum or brass drift into one side of the hub. Push the distance collar over to one side and place the drift on the inner race of the outer bearing. Tap the bearing out of the hub with a hammer working around the perimeter of the inner race.
7. Remove the distance collar and tap out the inner bearing in the same manner.
8. Thoroughly clean out the inside of the hub with solvent and dry with compressed air or a shop cloth.

Assembly/Installation

1. On non-sealed bearings, pack the bearings with a good quality bearing grease. Work the grease in between the balls thoroughly. Turn the bearing by hand a couple of times to make sure the grease is distributed evenly inside the bearing.
2. Pack the wheel hub and distance collar with multipurpose grease.

CAUTION

Install the wheel bearings with the sealed side facing out (Figure 103). During installation, tap the bearings squarely into place and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing may be damaged. Be sure that the bearings are completely seated.

3. Install the inner bearing.
4. Install the distance collar and the outer bearing.
5. Apply a light coat of multipurpose grease to both dust seals.
6. Install the inner and outer dust seals.
7. Install the spacer into the outside dust seal.
8. Apply a light coat of silicone grease to the perimeter seal on the brake drum (Figure 104) prior to installation.
9. Install the hub onto the steering knuckle and install the hub nut. Tighten the hub nut to the torque specification listed in Table 17.

NOTE

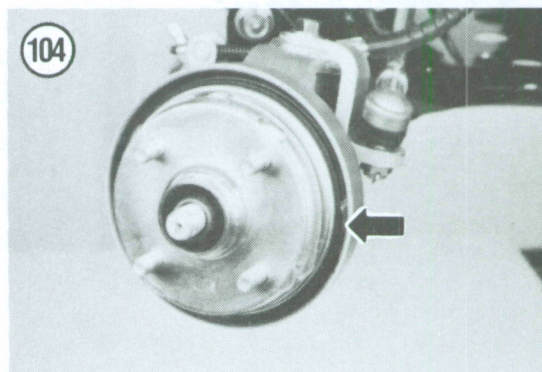
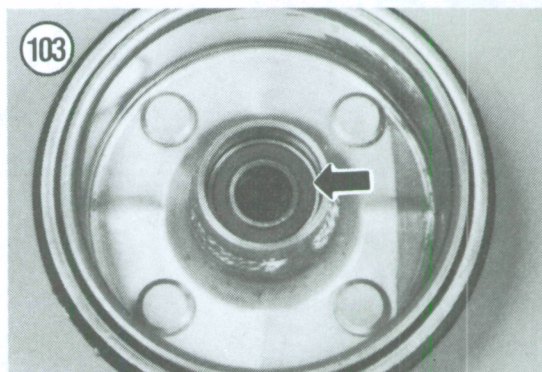
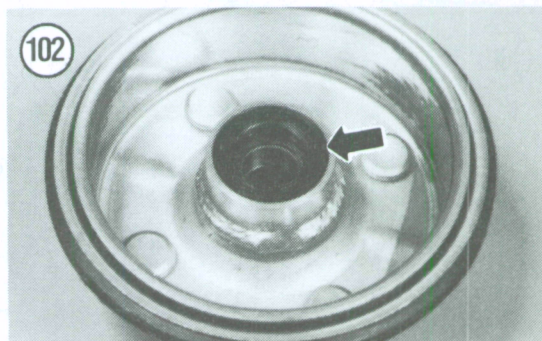
Always install new cotter pins. Never reuse an old one as it may break and fall out.

10. Install a new cotter pin and bend the ends over completely.
11. Install the front wheel(s) as described in this supplement.

STEERING SYSTEM

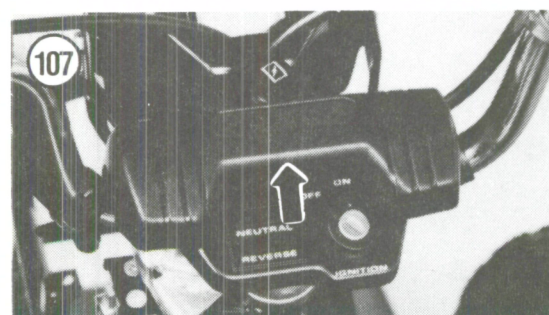
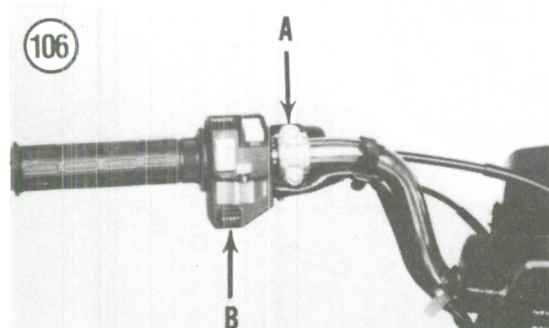
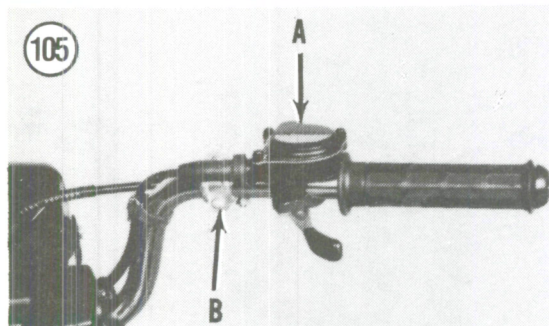
Handlebar Removal (Fourtrax 70)

1. Remove the plastic bands holding the switch assembly electrical cable to the handlebar.
2. Remove the screws securing the throttle assembly to the handlebar and remove the assembly. Lay the assembly over the front fender or fuel tank. Be careful that the cable does not get crimped or damaged.
3. Remove the screw securing the front brake lever to the boss on the right-hand side of the handlebar



and remove the front brake lever and cable assembly.

4. Remove the screw securing the rear brake lever to the boss on the left-hand side of the handlebar and remove the rear brake lever and cable assembly.
5. Remove the screws securing the engine stop switch assembly to the boss on the handlebar and remove the switch assembly.
6. Using a small screwdriver, remove the small insert nameplate (A, Figure 95) in the center of the handlebar upper cover.
7. Remove the screws (B, Figure 95) securing the handlebar upper cover.



8. Partially pull the upper cover off the handlebar and disconnect the ignition switch electrical wires from the wiring harness.

9. Remove the handlebar upper cover and ignition switch assembly.

10. Remove the bolts securing the handlebar upper holders and remove the holders and the handlebar.

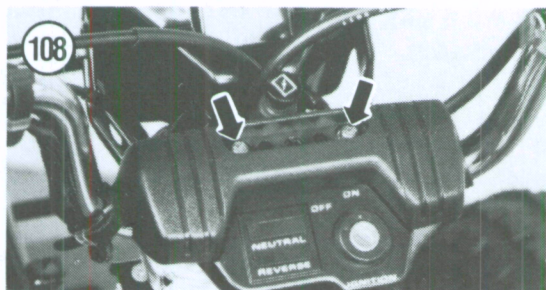
11. To maintain a good grip on the handlebar and to prevent it from slipping down, clean the knurled section of the handlebar with a wire brush. It should be kept rough so it will be held securely by the holders. The holders should also be kept clean and free of any metal that may have been gouged loose by handlebar slippage.

Handlebar Installation (Fourtrax 70)

1. Position the handlebar on the handlebar lower holders so the punch mark on the handlebar is aligned with the top surface of the handlebar lower holders.
2. Install the upper holders with the "R" (right-hand side) or "L" (left-hand side) mark on the tabs to the correct side. The correct placement is necessary so the handlebar holder cover can be attached.
3. Install the handlebar holder bolts and tighten the forward bolts first and then the rear to the torque specification listed in **Table 17**. After installation is complete, recheck the alignment of the punch mark on the handlebar. Readjust if necessary.
4. Install the handlebar holder cover and screws. Tighten the screws securely.
5. Install the trim panel onto the center of the handlebar holder cover.
6. Install the engine stop switch assembly onto the boss on the handlebar. Install the screws and tighten securely.
7. Install the front and rear brake levers onto their respective bosses on the handlebar. Install the screws and tighten securely.
8. Install the throttle assembly onto the handlebar. Install the screws and tighten securely.
9. Install the plastic bands holding the switch electrical cable to the handlebar.

Handlebar Removal (TRX125 and Fourtrax 125)

1. Remove the plastic bands holding the switch assembly electrical cables and control cables to the handlebar.
2. Remove the screws securing the throttle assembly (A, **Figure 105**) to the handlebar and remove the assembly. Lay the assembly over the front fender or fuel tank. Be careful that the cable does not get crimped or damaged.
3. Remove the clamping bolts securing the front brake lever (B, **Figure 105**) to the handlebar and remove the front brake lever assembly.
4. Remove the clamping bolts (A, **Figure 106**) securing the rear brake lever to the handlebar and remove the rear brake lever assembly.
5. Remove the screws securing the left-hand switch assembly (B, **Figure 106**) to the handlebar and remove the assembly.
6. Remove the trim panel (**Figure 107**) in the center of the handlebar holder cover.



7. Remove the screws (**Figure 108**) securing the handlebar holder cover and remove the holder cover.

8. Loosen the locknut on the choke cable and remove the choke cable (A, **Figure 109**) from the handlebar upper holder.

9. Remove the bolts (B, **Figure 109**) securing the handlebar upper holder. Remove the holder and the handlebar.

10. To maintain a good grip on the handlebar and to prevent it from slipping down, clean the knurled section of the handlebar with a wire brush. It should be kept rough so it will be held securely by the holders. The holders should also be kept clean and free of any metal that may have been gouged loose by handlebar slippage.

Handlebar Installation

1. Position the handlebar on the handlebar lower holders so the punch mark on the handlebar is aligned with the top surface of the handlebar lower holders.

2. Install the upper handlebar holder and holder bolts.

3. Install the handlebar holder bolts and tighten the forward bolts first and then the rear to the torque specification listed in **Table 17**. After installation is complete, recheck the alignment of the punch mark on the handlebar. Readjust if necessary.

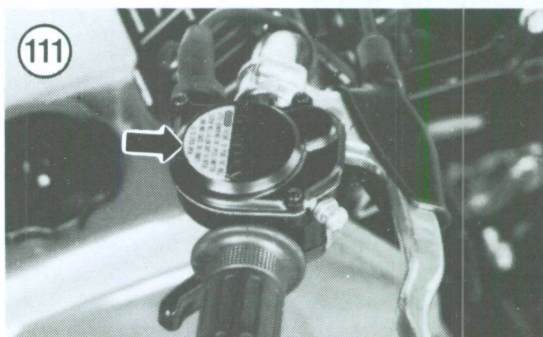
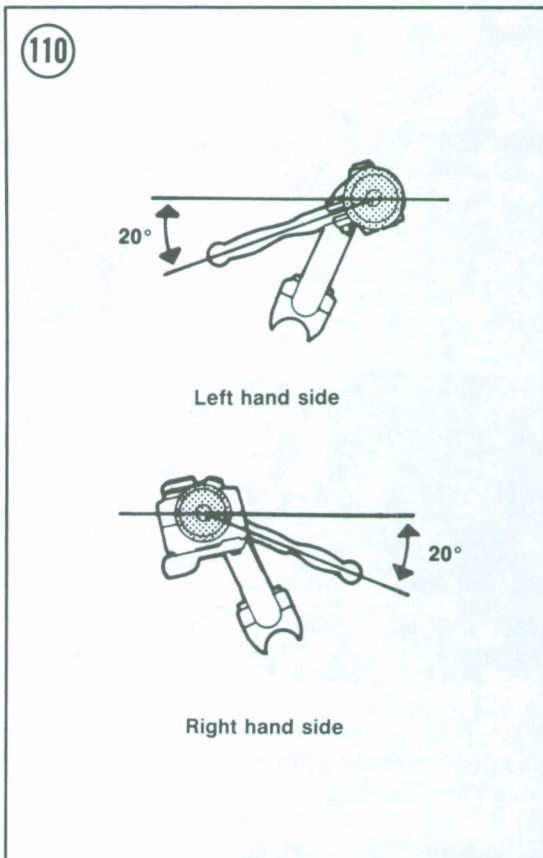
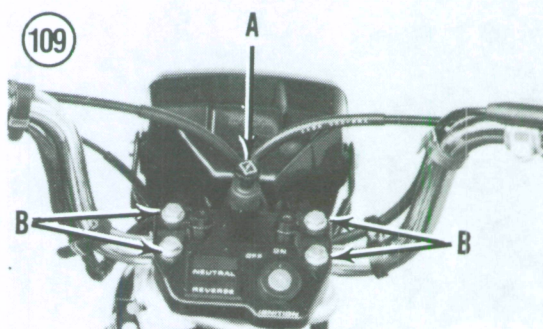
4. Install the handlebar holder cover and screws. Tighten the screws securely and install the trim panel.

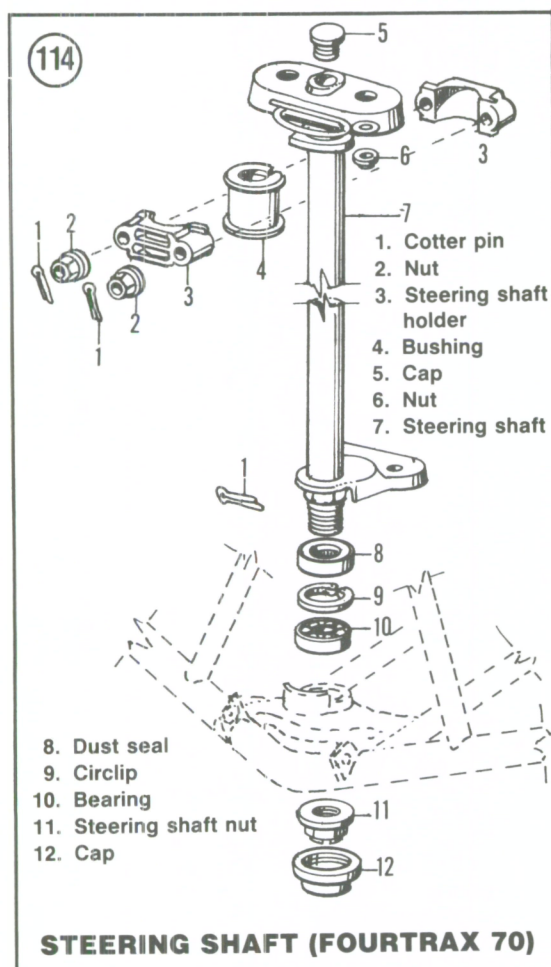
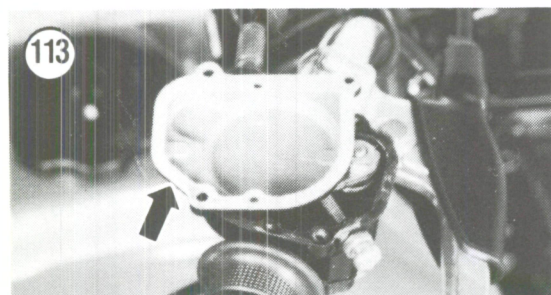
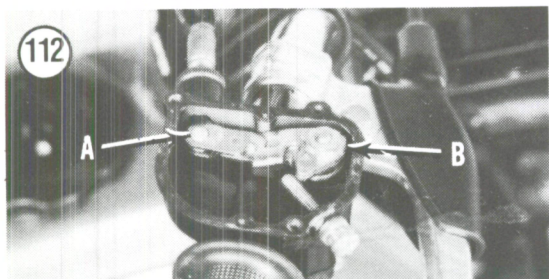
5. Install the left-hand switch assembly onto the handlebar and position the switch against the stopper plate on the handlebar. Install the screws and tighten securely.

6. Install the throttle assembly and position it against the right-hand handle grip. Install the screws and tighten securely.

7. Install the front and rear brake levers onto the handlebar as follows:

- a. Position the front brake lever assembly against the throttle assembly.





STEERING SHAFT (FOURTRAX 70)

- b. Position the rear brake lever assembly against the stopper plate on the handlebar.
- c. Install the clamps with the punch mark toward the top and install the bolts. Tighten the bolts finger-tight at this time.
- d. Position the brake levers so they are approximately 20° down from true horizontal as shown in **Figure 110**. Tighten the clamping bolts securely.
8. Install the plastic bands holding the switch electrical cable to the handlebar.

Throttle Lever Disassembly/Assembly

1. Remove the screws securing the throttle lever cover (**Figure 111**) and remove the cover and gasket.
2. Disconnect the throttle cable (A, **Figure 112**) from the throttle lever arm.
3. Bend down the lockwasher tab and remove the bolt (1985 models) or nut (1986 models) and lockwasher (B, **Figure 112**).
4. Remove the throttle lever, arm and spring from the housing.
5. Assemble by reversing these disassembly steps, noting the following.
6. Apply a light coat of grease to all moving parts prior to assembly.
7. Bend the tab of the lockwasher up against one side of the bolt (1985 models) or nut (1986 models).
8. Install a new gasket (**Figure 113**) on the cover and install the cover and screws. Tighten the screw securely.

Steering Shaft and Bearing Removal (Fourtrax 70)

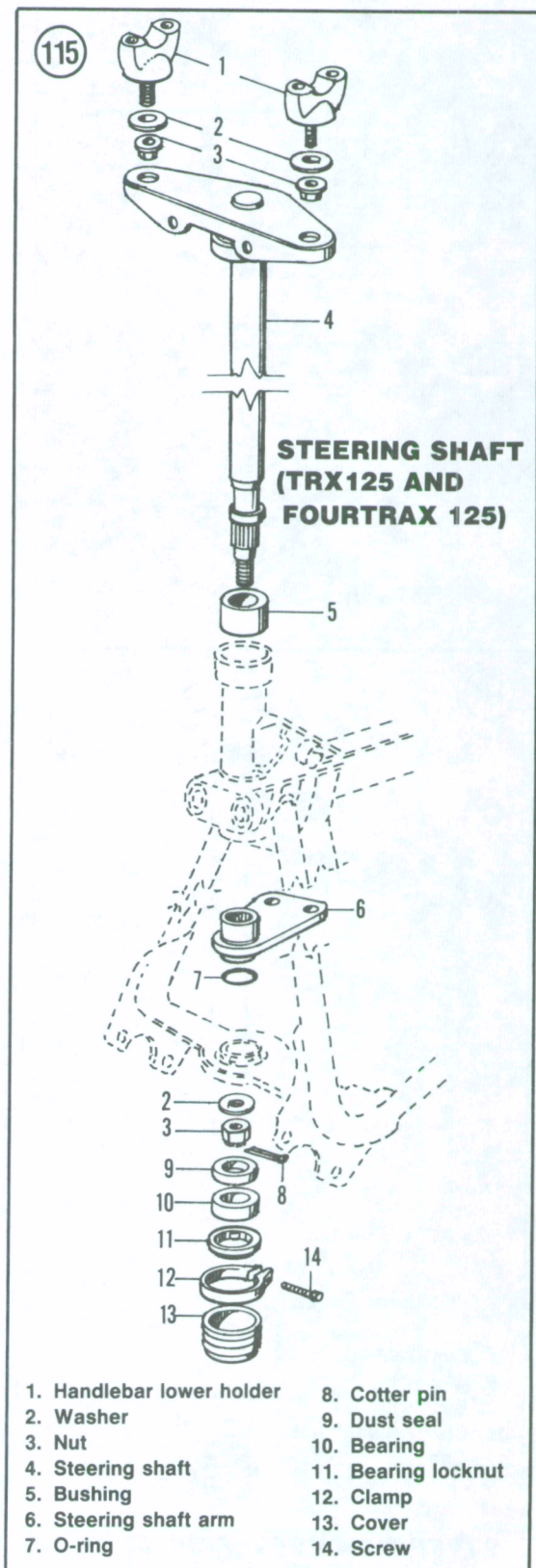
Refer to **Figure 114** for this procedure.

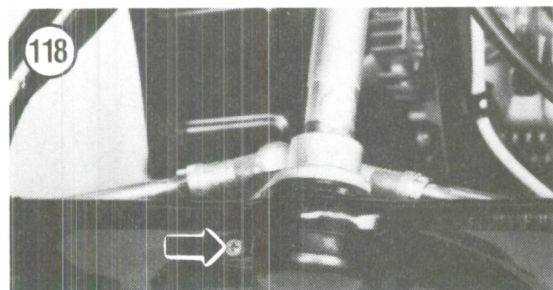
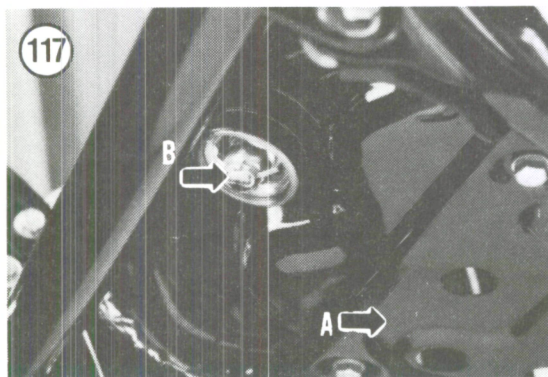
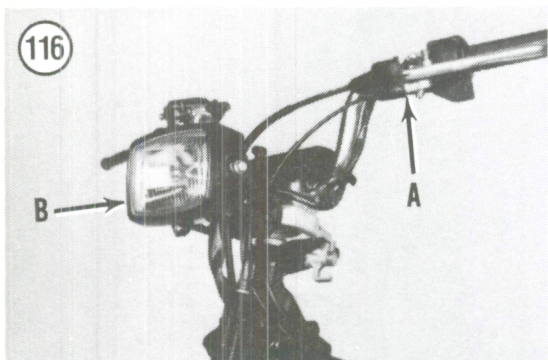
1. Place the ATV on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Remove the seat and front fender as described in this supplement.
3. Remove both front wheels as described in this supplement.
4. Disconnect both tie rods from the steering shaft arm as described in this supplement.
5. Remove the handlebar as described in this supplement.
6. Remove the cap, the cotter pin and nut securing the lower end of the steering shaft to the frame.
7. Remove the cotter pins and nuts securing the steering shaft holders to the frame. Discard the cotter pins.

8. Remove both steering shaft holders. Note that the split in steering shaft bushing is positioned toward the rear of the steering shaft.
9. Pull the steering shaft up and out of the bearing in the lower portion of the frame and remove the steering shaft from the frame.
10. Remove the steering shaft bushing from the steering column.
11. To remove the steering shaft bearing, perform the following:
 - a. Remove the dust seal and circlip from the top of the frame where the lower end of the steering shaft rides.
 - b. From the underside of the frame, tap the bearing out of the frame.

Steering Shaft and Bearing Installation (Fourtrax 70)

1. To install the steering shaft bearing, perform the following:
 - a. Apply a coat of waterproof grease to the bearing prior to installation.
 - b. Tap the bearing squarely into place in the frame and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing may be damaged. Be sure that the bearing is completely seated.
 - c. Install the circlip and make sure it is correctly seated.
 - d. Apply a coat of waterproof grease to the grease seal and install the seal onto the receptacle in the frame.
2. Install the steering shaft into the frame.
3. Apply a coat of waterproof grease to the steering shaft bushing and install the bushing onto the steering shaft. Position the split toward the rear of the vehicle.
4. Install the inner and outer steering shaft holders onto the steering shaft bushing and steering shaft and then onto the threaded studs on the frame.
5. Install the nuts and tighten to the torque specification listed in **Table 17**. Install new cotter pins and bend the ends over completely.
6. Install the nut securing the lower end of the steering shaft to the frame and tighten to the torque specification listed in **Table 17**. Install a new cotter pin and bend the ends over completely. Install the cap.
7. Install the handlebar as described in this chapter.
8. Connect both tie rods to the steering shaft arm as described in this supplement.
9. Install both front wheels as described in this supplement.





10. Install the seat and front fender as described in this supplement.

Steering Shaft Inspection (All 4-wheel Models)

Refer to **Figure 115** for this procedure.

1. Place the ATV on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Remove both front wheels as described in this supplement.
3. Remove the handlebar (A, **Figure 116**) as described in this supplement.
4. Remove the bolts securing the headlight housing (B, **Figure 116**) to the steering shaft assembly. Move the headlight housing out of the

way. It is not necessary to remove the headlight assembly.

5. Remove the bolts securing the skid plate and remove the skid plate (A, **Figure 117**).
6. Disconnect both tie rods from the steering shaft arm as described in this supplement.
7. At the base of the steering shaft, loosen the clamp screw and remove the cap (**Figure 118**).
8. Remove the cotter pin, nut and washer (B, **Figure 117**) securing the lower end of the steering shaft to the frame.
9. Using a hammer and drift on the end of the steering shaft, partially drive the steering shaft up and out of the lower portion of the frame.
10. Remove the steering shaft arm and O-ring seal from the splines on the bottom of the steering shaft, then completely remove the steering shaft from the frame. Discard the O-ring seal.

NOTE

Steering shaft removal requires Honda special tools. They are the driver (part No. 07749-0010000), attachment (part No. 07746-0010100) and 17 mm pilot (part No. 07746-0040400).

11. To remove the steering shaft bearing from the lower portion of the frame, perform the following:
 - a. Remove the dust seal from the top of the frame where the lower end of the steering shaft rides.
 - b. From the underside of the frame, use the special tools and remove the locknut from the bottom of the frame.
 - c. Drive the bearing out from the bottom of the frame.

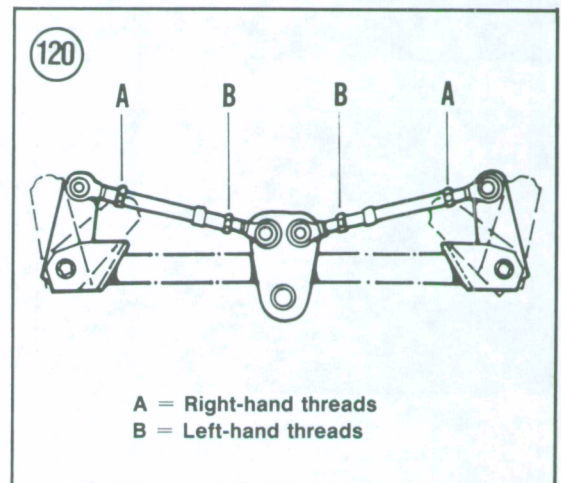
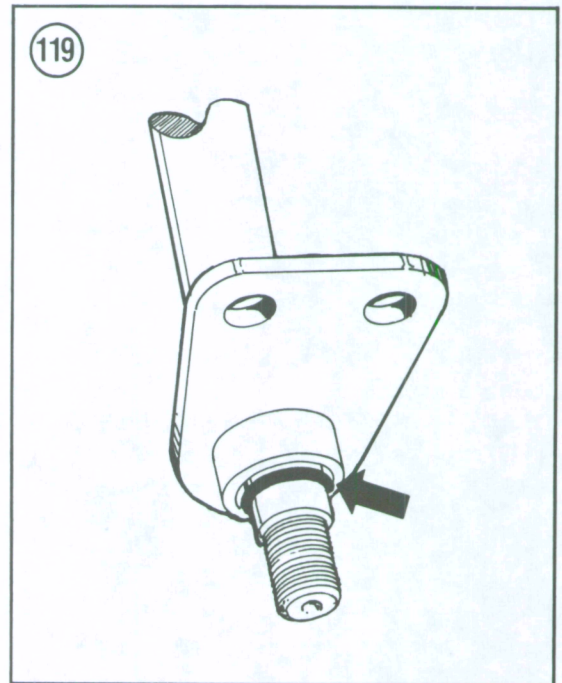
Steering Shaft Installation (TRX125 and Fourtrax 125)

1. To install the steering shaft bearing into the lower portion of the frame, perform the following:
 - a. Apply a coat of waterproof grease to the bearing prior to installation.
 - b. Tap the bearing squarely into place in the frame and tap on the outer race only. Use a socket that matches the outer race diameter. Do not tap on the inner race or the bearing may be damaged. Be sure that the bearing is completely seated.
 - c. Install the locknut using the same special tool set-up used during removal. Tighten the locknut to the torque specification listed in **Table 17**.
 - d. Apply a coat of waterproof grease to the grease seal and install the seal onto the receptacle in the frame.

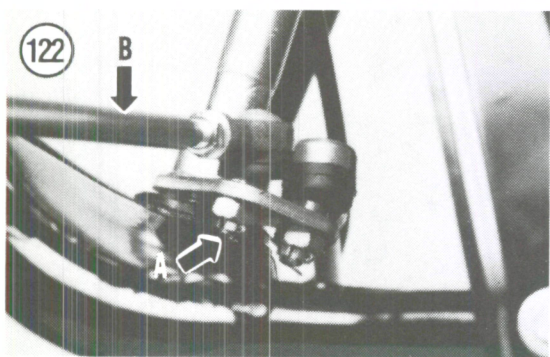
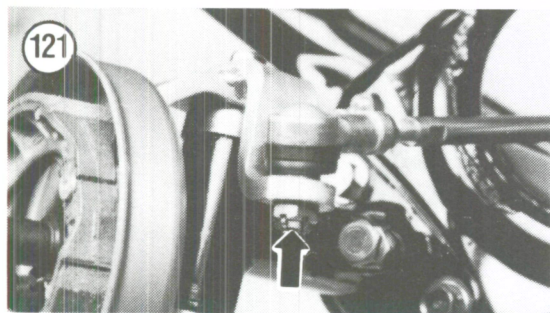
2. Install the steering shaft partway into the frame.
3. Position the steering shaft arm with the larger diameter shoulder facing up.
4. Align the punch mark on the steering shaft arm with the one on the steering shaft and slide the arm into place.
5. Install a new O-ring seal into the lower recess of the shoulder on the steering shaft arm (**Figure 119**).
6. Install the steering stem the rest of the way into the lower portion of the frame.
7. Install the washer and the steering shaft nut and tighten to the torque specification listed in **Table 1**. Install a new cotter pin and bend the ends over completely.
8. Install the cap and tighten the clamp screw.
9. Connect both tie rods onto the steering shaft arm as described in this supplement.
10. Install the skid plate and tighten the bolts securely.
11. Install the headlight housing and tighten the bolts securely.
12. Install the handlebar as described in this supplement.
13. Install both front wheels as described in this supplement.

Steering Shaft Inspection (All 4-wheel Models)

1. Carefully inspect the entire steering shaft assembly, especially if the vehicle has been involved in a collision or spill. If the shaft is bent or twisted in any way it must be replaced. If a damaged shaft is installed in the vehicle, it will cause rapid and excessive wear to the bushings as well as place undue stress on other components in the frame and steering system.
2. Inspect the lower bearing in the frame. If the bearing is worn or shows signs of wear due to lack of lubrication, it must be relaced as described in this supplement.
3. On Fourtrax 70 models, examine the steering shaft holders for wear or damage. Replace if necessary.
- 4A. On Fourtrax 70 models, measure the inside diameter of the bushing. If worn to the service limit dimension listed in **Table 18** or less, replace the bushing.
- 4B. On TRX125 and Fourtrax 125 models, perform the following:
 - a. Slide off the steering shaft bushing from the upper end of the steering shaft.
 - b. Measure the outside diameter of the bushing. If worn to the service limit dimension listed in **Table 18** or less, replace the bushing.



- c. Measure the inside diameter of the bushing. If worn to the service limit dimension listed in **Table 18** or less, replace the bushing.
- 5A. On Fourtrax 70 models, measure the outside diameter of the steering shaft where the shaft rides in the bushing. If worn to the service limit dimension listed in **Table 18** or less, replace the steering shaft.
- 5B. On TRX125 and Fourtrax 125 models, measure the outside diameter of the shaft where the shaft rides in the steering bushing. If worn to the service limit dimension listed in **Table 18** or less, replace the steering shaft.



Tie Rod Removal (All 4-wheel Models)

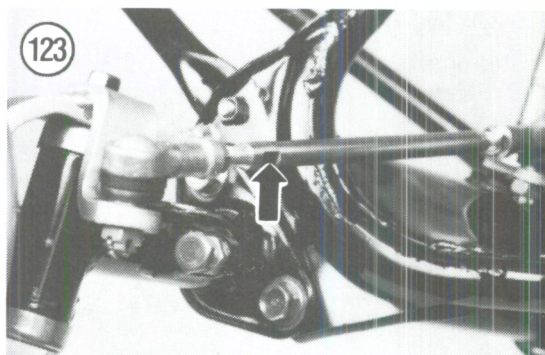
Both tie rod assemblies are the same. Refer to **Figure 120** for this procedure.

1. Place the ATV on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Remove the seat and front fender as described in this supplement.
3. On Fourtrax 70 models, remove the bolts securing the skid plate and remove the skid plate.
4. Remove both front wheels as described in this supplement.
5. Remove the cotter pin and nut (**Figure 121**) securing the tie rod end to the steering knuckle. Discard the cotter pin as a new pin must be installed.

CAUTION

If the tie rod is difficult to remove from the steering knuckle, do not attempt to pry it out as the tie rod seal may be damaged.

6. Carefully disconnect the tie rod from the steering knuckle. If the tie rod end is difficult to remove, install the nut just enough to cover the threads on tie rod end and tap the tie rod end out of the steering knuckle with a soft-faced mallet.
7. Remove the cotter pin and nut (A, **Figure 122**) securing the tie rod end to the steering shaft arm.



Discard the cotter pin as a new pin must be installed.

8. Carefully disconnect the tie rod (B, **Figure 122**) from the steering shaft arm and remove the tie rod assembly.
9. Repeat Steps 5-8 for the other tie rod.

Tie Rod Inspection/ Disassembly/Assembly

1. Inspect the rubber boot at each end of the tie rod end swivel joint. The swivel joints are permanently packed with grease. If the rubber boot is damaged, dirt and moisture can enter the swivel joint and destroy it. If the boot is damaged in any way, disassemble the tie rod assembly and replace the rod end(s) as they can be replaced separately.
2. Inspect the tie rod for bending or damage; replace if necessary.
3. If the tie rod ends (swivel joints) are to be replaced, refer to **Figure 120** and perform the following:
 - a. Carefully measure and write down the overall length of the tie rod assembly before removing the worn tie rod ends.
 - b. Loosen the locknuts securing the tie rod ends. The locknut securing the inside tie rod end has *left-hand* threads.
 - c. Unscrew the damaged tie rod end(s).
 - d. The notch (**Figure 123**) on the tie rod must be positioned toward the outside of the vehicle.
 - e. The tie rod end with the "L" mark must be installed on the tie rod end next to the steering shaft arm.
 - f. Thread the new tie rod end onto the tie rod until the groove in the rod threads enters the tie rod end.
 - g. Turn the tie rod ends in or out until the overall length of the tie rod assembly is the same as that measured prior to disassembly in Step 3a. Leave the locknuts loose at this time. They will be tightened after the wheel alignment is adjusted.

Tie Rod Installation

1. Position the tie rod assembly so the notched end (**Figure 123**) is toward the outside or wheel side.
2. Attach the tie rod assembly onto the steering shaft end and onto the steering knuckle. Install the tie rod end nuts and tighten to the torque specification listed in **Table 17**.
3. Install a new cotter pin at each location and bend the ends over completely.
4. Install both front wheels as described in this supplement.
5. Align the toe-in adjustment of the front wheels as described in this supplement.
6. Tighten the tie rod end locknuts to the torque specification listed in **Table 17**.
7. Install the seat and front fender as described in this supplement.

Steering Knuckle Removal/Installation

Refer to **Figure 124** for Fourtrax 70 models or **Figure 125** for TRX125 and Fourtrax 125 models for this procedure.

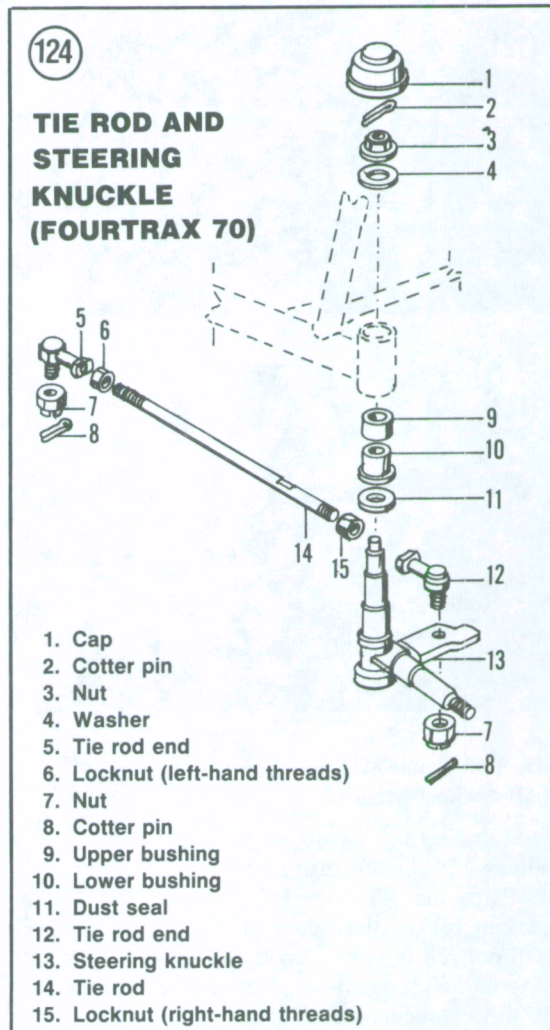
1. Place the ATV on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Remove the seat and front fender as described in this supplement.
3. Remove both front wheels as described in this supplement.
4. Disconnect the front brake cable (A, **Figure 126**) from the brake arm.
5. Remove the tie rod assemblies (B, **Figure 126**) from the steering knuckle as described in this supplement.

6A. On Fourtrax 70 models, perform the following:

- a. Remove the cap on top of the steering knuckle.
- b. Remove the cotter pin and loosen the nut on top of the steering knuckle. Discard the cotter pin as it is not to be reused.
- c. Hold onto the bottom of the steering knuckle and remove the nut and washer from the top of the steering knuckle. Remove the steering knuckle from the frame.

6B. On TRX125 and Fourtrax 125 models, perform the following:

- a. Remove the cotter pin, nut and washer (C, **Figure 126**) from the bottom of the kingpin bolt. Discard the cotter pin as it is not to be reused.
- b. Hold onto the bottom of the steering knuckle and remove the kingpin bolt from the top of



the steering knuckle. Remove the steering knuckle from the front axle assembly.

- c. Remove the dust seal covers (D, **Figure 126**), the dust seals and the kingpin from the front axle assembly.

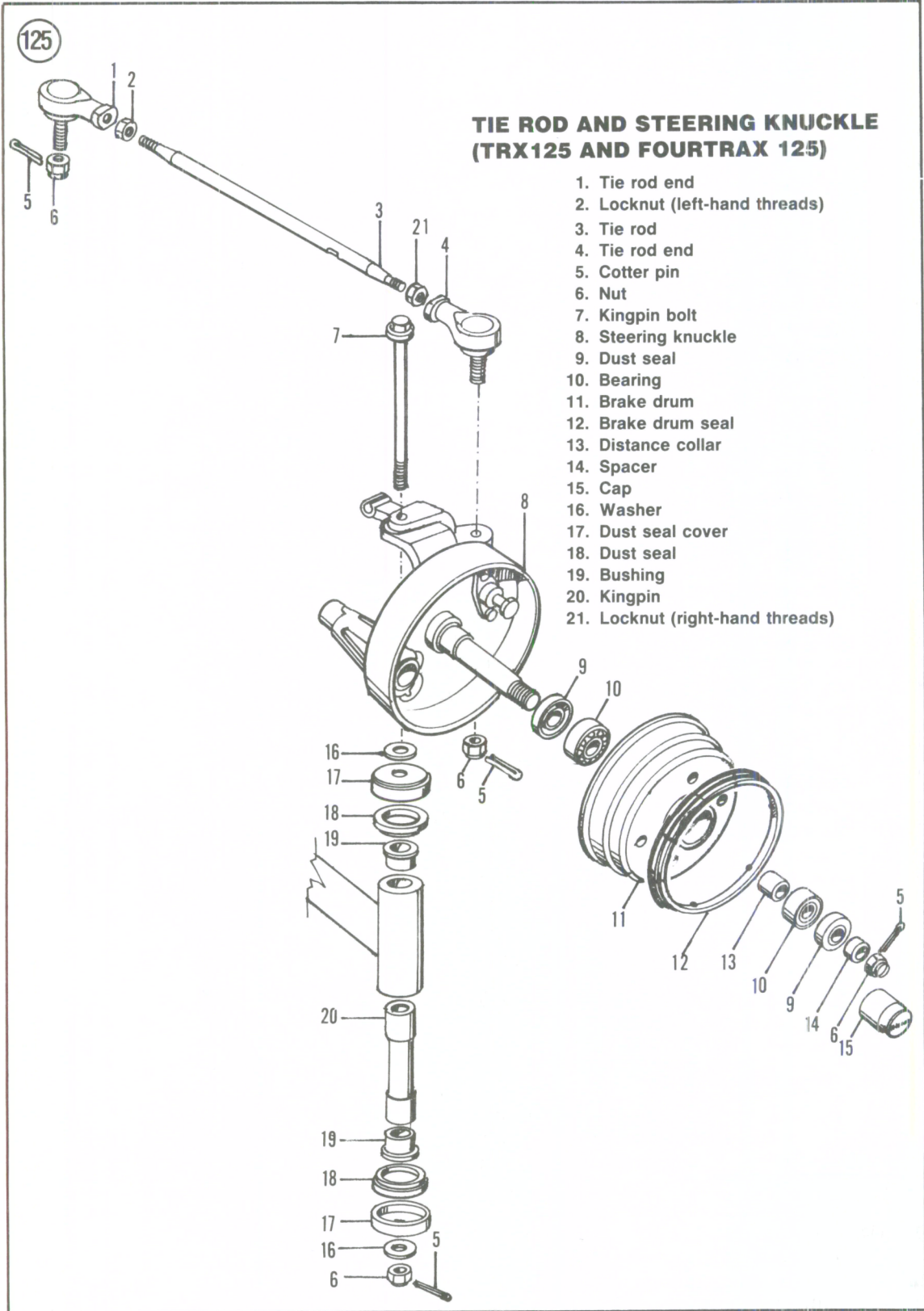
7. Install by reversing these removal steps, noting the following.

8. Apply a coat of waterproof grease to all pivot areas and dust seals prior to installing any components.

9. On Fourtrax 70 models, install the washer on top of the steering knuckle with the OUTSIDE mark facing up toward the nut.

10. On TRX125 and Fourtrax 125 models, hold onto the kingpin bolt with one wrench while tightening the nut to the torque specification listed in **Table 17**.

11. Tighten all bolts and nuts to the torque specification listed in **Table 17**.



Steering Knuckle Inspection

Refer to **Figure 124** for Fourtrax 70 models or **Figure 125** for TRX125 and Fourtrax 125 models for this procedure.

1. Inspect the spindle portion of the steering knuckle for wear or damage. A hard spill or collision may cause the spindle portion to bend or fracture. If the spindle is damaged in any way, replace the steering knuckle as described in this supplement.

2. Check the hole (**Figure 99**) at the end of the steering knuckle where the cotter pin fits. Make sure there are no fractures or cracks leading out toward the end of the steering knuckle. If any are present, replace the steering knuckle.

3A. On Fourtrax 70 models, perform the following:

- a. Measure the upper and lower pivot points on the steering knuckle (**Figure 127**). Replace the steering knuckle if it is worn to the service limit dimension listed in **Table 18** or less.
- b. Measure the upper and lower kingpin bushings in the frame (**Figure 128**). Replace the kingpin bushings if worn to the service limit dimension listed in **Table 18** or greater.

3B. On TRX125 and Fourtrax 125 models, perform the following:

- a. Measure the pivot points of the kingpin (**Figure 129**). Replace the kingpin if it is worn to the service limit dimension listed in **Table 18** or less.
- b. Measure the upper and lower kingpin bushings in the front axle (**Figure 130**). Replace the kingpin bushings if worn to the service limit dimension listed in **Table 18** or more.

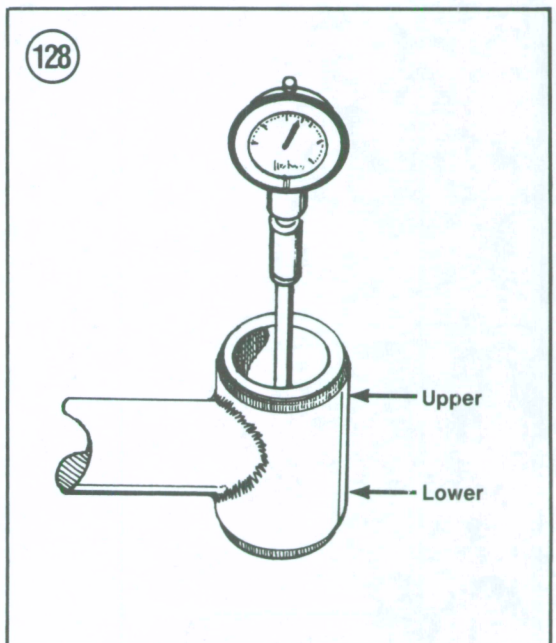
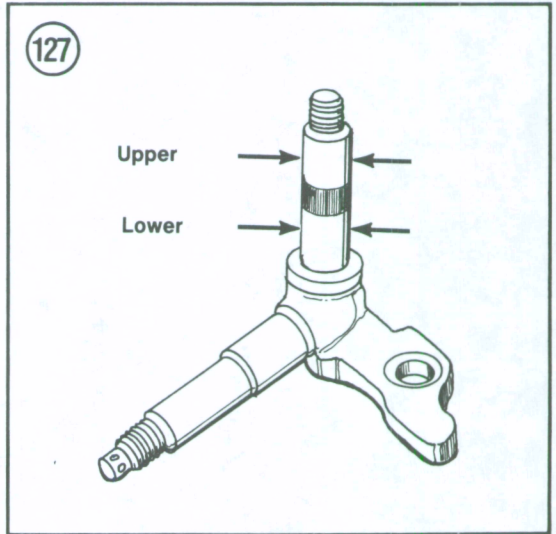
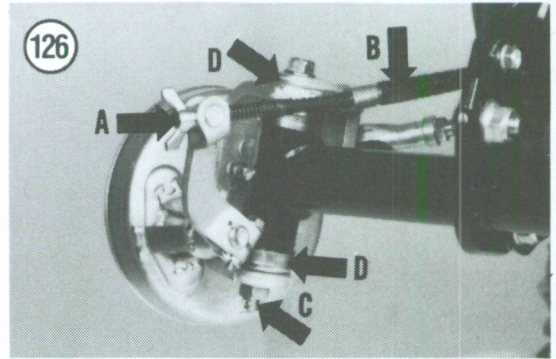
4. Inspect all parts for wear or damage. Replace if necessary.

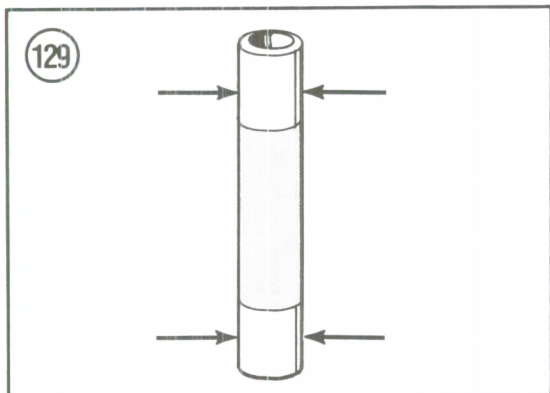
DRIVE CHAIN (4-WHEEL MODELS)

Cleaning/Inspection/Lubrication

The cleaning, inspection and lubrication procedures are the same as on previous models with the exception of the service limit length dimension.

1. Lay the drive chain alongside a ruler and pull the chain taut.
2. Measure the distance between the following number of pins and compare to the following service limit dimension "A" in **Figure 131**.



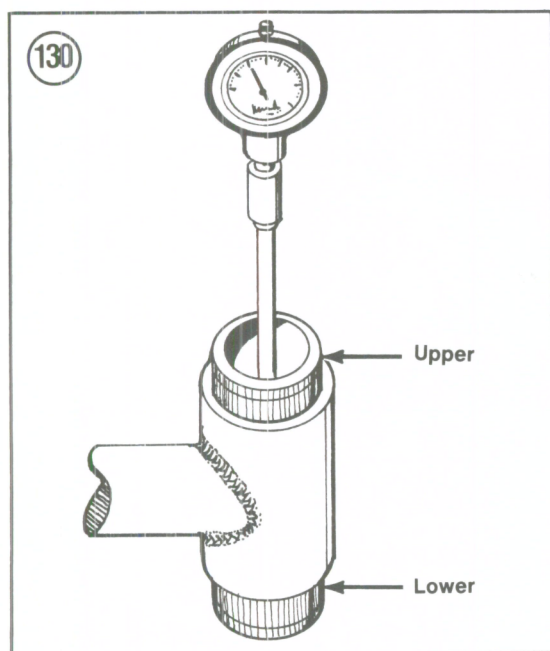


- a. Fourtrax 70: 72 pins = 919.7 mm (36.21 in.).
- b. TRX125 and Fourtrax 125: 41 pins = 513 mm (20.2 in.).

3. If the chain has stretched to the service limit dimension or greater, the drive chain must be replaced.

CAUTION

Always check both sprockets every time the drive chain is removed. If any wear is visible on the teeth, replace the sprockets. Never install a new drive chain over worn sprockets or worn chain over new sprockets.



TIRES AND WHEELS

Tire Changing (TRX125 and Fourtrax 125)

The front wheel on these models is a one-piece type and does not come apart for tire removal and installation.

Follow the tire changing procedure as described under *Tire Changing, 1984 ATC110 and ATC125M* in Chapter Eight in the main body of this book. Use the bead breaker to break the tire loose from the rim as described in this procedure, then remove the tire from the rim with tire irons and rim protectors.

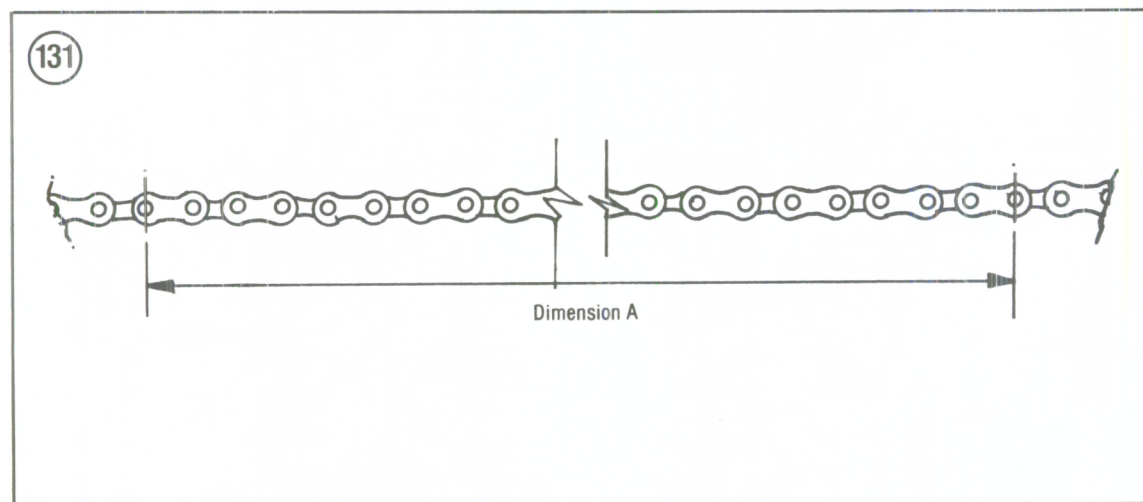


Table 17 FRONT SUSPENSION TORQUE SPECIFICATIONS

4-WHEEL MODELS		
Item	N·m	ft.-lb.
Front lug nuts		
70 cc	24-30	17-22
125 cc	50-60	36-43
Front hub nut		
70 cc	55-65	40-47
125 cc	60-80	36-43
Handlebar		
Upper holder bolts	24-30	17-22
Lower holder nuts	40-48	29-35
Steering shaft		
Holder nuts 70 cc	24-30	17-22
Shaft nut 70 cc	50-60	36-51
Shaft bearing locknut in frame 125 cc	40-60	29-43
Tie rod		
End nuts	35-43	25-31
Locknuts		
70 cc	35-43	25-31
125 cc	25-31	18-22
Kingpin		
Nut 70 cc	30-40	22-29
Bolt and nut 125 cc	50-60	36-43

Table 18 FRONT SUSPENSION SPECIFICATIONS (4-WHEEL MODELS)

Item	Service limit
Steering shaft	
Bushing ID 70 cc	22.8 mm (0.90 in.)
Bushing ID 125 cc	25.7 mm (1.01 in.)
Bushing OD 125 cc	35.0 mm (1.38 in.)
Steering shaft bushing area on shaft	
70 cc	22.0 mm (0.87 in.)
125 cc	25.3 mm (1.00 in.)
Steering knuckle pivot points 70 cc	
Upper	15.40 mm (0.606 in.)
Lower	16.90 mm (0.665 in.)
Kingpin bushings in frame 70 cc	
Upper	15.69 mm (0.618 in.)
Lower	17.19 mm (0.677 in.)
Kingpin OD 125 cc	17.90 mm (0.70 in.)
Kingpin bushings in front axle ID	18.17 mm (0.715 in.)

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